Amendment to the Specification

Please replace paragraph [0025] with the following amended paragraph:

[0025] In a greatly simplified schematic representation, Figure 1 shows a section through the upper part of a clutch denoted, as a whole, by K1. Discernible, in succession, inside housing 1 of clutch K1 in a pulled-apart view are a flywheel 2, a first clutch lining 3, a clutch hub 4, a lining springiness indicated by a wavy line 5, a second clutch lining 6, a pressure plate 7 together with its bearing surface 70, and a lever plate 8. The cover of housing 1 which follows ~~cover~~ lever plate 8 is denoted by 9. Flywheel 2 is connected to the crankshaft (not shown in detail) of a driving engine, while clutch hub 4 is mounted on the input shaft (likewise not shown in detail) of the transmission. In response to engagement of the clutch, pressure plate 7 is shifted axially toward flywheel 2, until, in the engaged state, lining springiness 5 is compressed, and first clutch lining 3 is pressed against flywheel 2. The force of lining springiness 5 acting in the axial direction is indicated in Figure 1 by an arrow and designated by F_{KS}, index $_{KS}$ providing an indication of the clutch disk. The pressure-plate travel during clutch engagement is likewise indicated in Figure 1 by an arrow and denoted by r.

Please replace paragraph [0019] with the following amended paragraph:

[0019] Figure 5 is a diagram of prior art showing the characteristic curve of the actuating force, compensating force and actuator load over the actuator travel for a conventional clutch assembly;

Please replace paragraph [0031] with the following amended paragraph:

[0031] The diagram in accordance with Figure 5 shows the influences of a linear compensating spring in a conventional clutch assembly, namely how it effects a change in the direction of force in the characteristic curve of actuator load II. In contrast, the diagram in accordance with Figure 6, given a same compensation, shows a changed characteristic curve of actuating force I and of actuator load II, this change being caused by spring force F_{TF} of lever plate 8 designed as a lever diaphragm-spring system (compare Figure 1). The greater actuating forces produced by spring force F_{TF} are adapted to the compensating forces in such a way that no change in the action of force is to be noted in the entire characteristic curve II of

the actuating force. Thus, the adaptation of spring force F_{TF} (compare Figure 1) to force F_{KO} of linear compensating spring 14 effects positive actuating forces F_S of clutch actuator 13 (compare Figure 2). As can be seen, the curves I and III shift upward in Figure 6 with respect to Figure 5 so that curve I has a similar order of magnitude of the force of the linear compensating spring.